

City of Beaverton
Bicycle Advisory Committee (BAC)
Minutes – April 6, 2010

Call to Order:

The meeting was call to order at approximately 6:32pm by Chair Bjoern Brunner with introductions.

Present:

Chair Bjoern Brunner, Vice Chair Mary Elizabeth Smith, Mike Mulligan, Dana Barnes, Richard Walker, Dave Brown, Will Cortez, Barbara Chapnick, Staff Liaison/Senior Transportation Planner Margaret Middleton

Absent:

Ernie Conway, Leslie Ruh, City Councilor Betty Bode, Bicycle Officer James Patrick

Visitors:

Dave English, Brian Walker, Jim Parsons, Darrell Tuffli, Susan Peithman (BTA statewide advocate), Jay Graves (Bike Gallery founder/owner)

Approval of Minutes:

The meeting minutes for March 2010 were approved as written. Barnes/Mulligan 7/0 (1 abstained)

Staff Communications:

City Council: Councilor Bode was absent

Police Update: Beaverton Police Officer not in attendance

Transportation update: Staff Liaison Margaret Middleton handed out “cheat sheets” regarding parliamentary procedure to BAC members.? _____ ? session with council on 4/19/10 -> draft from planning commission, may 26th is next public hearing (Margaret Middleton encouraged comments & made it clear that e-mail comments would count).

Visitor Comments:

JParsons – May 19th is Ride of Silence held by Hal Ballard.

New Business:

Jay Graves (owner of Bike Gallery) presents the Bike Plan for the city of Portland -> JGraves says Ellen Vanderslice from the city can get you more copies of the plan; also noted that it is also downloadable from the city’s website.

- Jay Graves – co-chair of bike master plan (Mia Birk, drafter of original plan in 1996) will present Bike Master Plan for 2030. Plan was passed unanimously by Portland City Council
- Master Plan presentation: Goal for Portland is 25% of all trips are made by bike.
- JGraves says folks in Ptld make 6-8% of trips by bike and use less than 1% of transportation funds. Stressed the importance of collaboration with other agencies/15miles of Bike Blvd/Sunday Parkways/Safe Routes to Schools/growing partnership with law enforcement/Rose Quarter bicycle safety improvements
- The Bike Plan Approach: Premise #1 – make it desirable to ride (especially if you're close), Premise #2 – low stress bikeways that feel safe & comfortable
- Bike Blvds are “low stress” bikeways
- Trails (like Eastbank Esplanade) are “low stress” but not for weekend commutes as they get bogged down in pedestrian/cyclist traffic
- “Cycle tracks” offer another solution for “low stress” bikeways where a buffer between bike lanes & car parking exists
- Cities & regions in Europe have close to 40% of all trips being made by bike
- The typical Bicycle Market: 4 types (strong & fearless, enthused & confident, 50-60% interested but concerned, 33% not able or not interested)
- Proposed bike policy: Create conditions to make biking more attractive for trips of 3 miles or less but recognize the need to provide parking (end of trip facilities) & connections to transit
- City of Portland finding links to obesity & disadvantaged households... this is where they want to put bike blvds & etc
- 2010 is now 4 times safer than back in '96 to be a cyclist after 1st bike master plan
- From 1991 to 2008, bike rates go up and crash rates stay relatively the same: similar patterns around the world
- For every 1 mile you ride, you save \$1 on health care costs. 30%-45% of people living within harmful automobile exhaust (busy street)
- 40% of trips 2 miles or less are done by automobile
- Brookings Institute, Ptld drives less than other cities means \$800,000,000 stays in the local economy because dollars are not going into international gas
- \$60 million has built 300 miles of bikeways compared to 1 mile of Urban freeway in Portland

Questions/Comments for Jay Graves (and Susan Peithman):

- BBrunner -> how do you take priority list from BMP and integrate into TSP & then into RTP
- DBarnes -> comment that Bike Blvds are far more effective than Bike Lanes (lanes are not safe compared to a signed thoroughfare)
- RWalker -> how is information regarding BMP going to “reach” everyone else who is not typically associated with bikes?
- BBrunner -> comment about Bike Blvds not fitting well with Bvtn's layout (not grid-like) so how do “cycle tracks” avoid right-hook collisions... cyclists have own timing &

lighting system separate from cars plus very, very strong laws (plus education that requires student certification process) that find cars immediately at fault for hitting cars/peds **also** BMPs work when you've got great density but WashCo is so random with respect to polpn density

- MMulligan -> asked about PPS being a part of the process of BMP,
- BChapnick -> do European communities have bike registration? Nope.
- MESmith -> inquired about where will the City start with the \$20 million and SPEithman noted that sewer systems in SE Portland (where the best places for Bike Blvds should go) need to be improved & BTA is pushing for improvements of sewer system/bike blvd at the same time,
- MESmith -> additionally what is being done to expand education? WashCo BTC & NWBSC are doing what they can to run Safe Routes to School,
- DBarnes -> comments how does the BMP involve the rest of the Metro area?

Susan Peithman (BTA statewide advocate):

- To work on policies & legislations with a focus in 4 target areas: Rogue Valley, Eugene, Bend & WashCo
- Sustainability require local champions on the ground that are familiar with "what's going on"
- Specifically in WashCo, understanding higher-level improvements that are not really beneficial to bikes, focus on specific projects (maybe something in Bvtn), outreach to local businesses to promote to others, and encourage WashCo to create a BMP
- BTA is working on vehicular homicide legislation (pushed to 2011) & active transportation funding to become sued for urban trails. Also working alongside WashCo Sheriff's to make sure Vulnerable Road Users laws is more black & white
- Anecdotaly mentioned that I-205 path is a "failure" as a bike way because it's so focused on just commuters and not on being a friendly place for cyclists
- 20% increase of traffic on Hawthorne over last 15 years is not due to automobiles (which would have resulted in building a new bridge) but was actually bicycle usage
- NOTE:Barnes (Glendale to Powers) road that is 75 miles long & funded privately

Old Business: Bike Beaverton 2010 moved to end of meeting

Committee Communications:

Member Brown could not attend THPRD mtg 3rd Tuesday of the month at 7pm in Poplar room at Elsie Stuhr **and** will not be able to go to next meeting: Member Chapnick volunteered to attend next meeting of THPRD Trails Committee.

Member Cortez attended the Bethany Blvd. Open House where WHPacific unveiled their plans to upgrade Bethany Blvd between Bronson & West Union. The plan would change the existing 2-lane road into a 5-lane road complete with sidewalks, bike lanes & bus stop cut-outs. Member Cortez also mentioned that plans to improve the section of 185th Ave between Westview HS & West Union are scheduled to take place in 2012. These improvements will change the existing lanes to 5 lanes with bike paths.

Member Brunner had questions regarding the City of Beaverton's TSP – stated differentiations are not in color (found on website) so it is hard to read and would like clarification on collectors/arterials/etc → MMiddleton encourages us to view the Bvtn Bike Plan & with Member Barnes' encouragement to look at how to save money with Bike Blvds as opposed to the current plan to install bike lanes where possible. SPEithman says Ptld is looking at bike facilities & that traffic calming/diversion is a big part of Bike Blvd. Retrofitting a street for bike lanes is the most expensive, full bicycle blvd is more expensive w/ traffic calming than straight up bike lanes,

Staff Liaison Middleton will add the City of Beaverton's Bike Plan/Transportation System Plan discussion to next agenda.

Old Business:

BB10 – Mmulligan – 3 routes: toddler route, family route that will be similar to last year's (Nazarene church has expressed liability concerns), 13 mile route that will go south and then rejoin the family route. Route Marshalls: when route splits from family to fitness, come down Greenway to head up curb cut (so slow down). Brian Walker will send a final copy via MapMyRide to committee. MESmith reports out coffee & Burgerville sponsorship. MMiddleton informed us of NAC picnics in the park dates. Reminded BAC to contact respective NAC heads in order to get on NAC agendas in an effort to advertise BB10.

Adjourned approximately at 8:30pm

Next Meeting is May 4th at 6:30pm

Submitted,
Will Cortez